

Nov. 30.

Dec. 1.

LOCAL VESSEL IN TROUBLE.

**SCHOONER GEORGIE CAMPBELL
ASHORE NEAR CODROY, BUT
FLOATED.**

Sch. Georgie Campbell, Capt. Thomas Flannagan, of this port, is in trouble on the Newfoundland coast, having gone ashore near Codroy, while bound for Bay of Islands, N. F., for a cargo of herring.

The schooner left here November 11 and encountered bad weather which made her progress to the eastward slow. In coming onto the Newfoundland coast, she must have encountered a bad storm for last Wednesday she was driven ashore and was floated after hard work and got into Codroy Roads, leaking badly.

The Gloucester Mutual Fishing Insurance Company, in which the craft is insured, sent Capt. Reuben Cameron of this city, as its agent, to look after the company's interests and make the craft ready for sea, so that she could resume her voyage.

Capt. Cameron got as far as North Sydney, C. B., but was unable to get across the gulf, as one of the heaviest storms for many years swept over that part of Cape Breton and the gulf, beginning Saturday night and continuing through Monday, precluding the sailing of all craft across that stormy bit of water which separates Cape Breton from Newfoundland.

Tuesday noon, Capt. Cameron, who has secured the services of the big towboat D. H. Thomas to take him to the disabled craft and probably tow her to some port where her damages can be repaired, telephoned the insurance company that the storm was still on but that it had moderated considerably and the sea was going down and he hoped it would be so that the tug could start out during the night, or Wednesday, for Codroy Roads.

Nov. 30.

Portland Fishing Notes.

Despite the fact that the past two days have not been very propitious for fishing, there was more sea food brought to the wharves in that city Monday than has been the case for a fortnight. The largest trips were on the Topsail Girl with 14,000 pounds of mixed fish and the Mertis L. Perry with 22,000. Neither of these schooners took out their fares up to Monday evening. The Wesley Sinnet had 14,000 pounds for the F. S. Willard Co. and the Robert and Carr had 11,000 for J. W. Trefethen. Fish are fairly high in price.

The terrific wind of Saturday and Sunday practically put an end to the lobster fishing along the Maine coast for the time being, but so far as known the fishermen have suffered no damage to their gear. No shipments of the crustaceans have been received here since Friday.

Nearly all the vessels of the local fishing fleet came into port Monday afternoon or night, but one member of the fleet, the Wautauga, has not come into port and considerable anxiety is felt for her safety. The Wautauga has been fishing with the schooner Topsail Girl and other vessels in Rockland Bay for several days. The Topsail Girl returned home late Monday afternoon and it was expected that the Wautauga would arrive there during the night, but she had not come into port at a late hour Tuesday afternoon. It is possible that she has gone into some port along the coast to escape the fury of the storm and she may not come to Portland for a few days or until the storm is over.

Nov. 30.

St. Pierre Fishermen Find Fish Scarce.

The fishermen of Canada and Newfoundland are not the only ones who are suffering as a result of the fish scarcity this year. The latest report comes from St. Pierre, Miq. Mr. Deschamps-Vivement, who arrived at St. John's, N. B., from that place en route for the West Indies, described conditions there as most serious.

He said, "The depletion of the fish industry which was the one source of income for the French fishermen, is causing them all to migrate from the country. Every day sees large numbers of St. Pierre habitants leaving their native colony for Canada and the United States. The people of St. Pierre are at a loss to account for the scarcity.

FAMILIAR CRAFT AGAIN IN PORT.

**SCH. RIGEL ARRIVES FROM NEW-
FOUNDLAND WITH CARGO
OF GREEN FISH.**

Since last report, up to this morning early, there had not been an arrival at this port with fish. The last craft to come in was the deck handliner Admiral Dewey, Capt. Colin McIntosh, from the eastward, with a fine trip, 75,000 pounds of salt cod.

There was a big lot of sailing yesterday and during the night, although all of the market fleet did not go, as this morning there was considerably over half of them still tied up at their wharves.

The torchers got busy last night and came over with about 160 barrels of herring, but they were most all small.

During the forenoon an old friend, in the shape of sch. Rigel, formerly of this port, and sold some years ago to Newfoundland, made her appearance. She brings a cargo of salt cod from Grand Bank, N. F., for the Gorton-Pew Fisheries Company. This is the first visit of the Rigel to this port since she was sold away several years ago, but she looked just as familiar as could be, indeed several of the wise ones on the water front named her as she was coming up the harbor, even though they had not seen her for so long.

Although it seems nice and fine ashore here today, it is still blowing and mighty rough outside. Evidently it is too much for the market boats, for most of those which went out during the night have been coming back again during the forenoon, which means that there is no chance to fish. It must be pretty bad, as all hands are just crazy to get a set and would take all kinds of chances to make a dip.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Rigel, Grand Bank, N. F., 290-155 lbs. salt cod.
Sch. Elmer E. Gray, via Boston.
Sch. Natalie J. Nelson, via Boston.
Sch. Alice M. Guthrie, shore.
Sch. Susan and Mary, via Boston.
Sch. Matthew S. Greer, shore.
Sch. Nokomis, shore.
Sch. Edith Silveira, shore.
Sch. N. A. Rowe, shore.
Sch. Hattie L. Trask, shore.
Sch. Clara G. Silva, shore.
Sch. Georgianna, shore.
Sch. Maud F. Silva, shore.
Sch. Flora J. Sears, shore.
Sch. Manomet, shore.

Vessels Sailed.

Sch. Manhasset, haddocking.
Sch. Virginia, haddocking.
Sch. Helen B. Thomas, haddocking.
Sch. Nokomis, haddocking.
Sch. Joseph H. Cromwell, haddocking.
Sch. Clara G. Silva, haddocking.
Sch. Mary F. Curtis, haddocking.
Sch. Maud F. Silva, haddocking.
Sch. Emily Cooney, haddocking.
Sch. Matthew S. Greer, haddocking.
Sch. Harriet, haddocking.
Sch. Mary B. Greer, haddocking.
Sch. Matiana, haddocking.
Sch. Athena, haddocking.
Sch. Gladys and Nellie, haddocking.
Sch. Stranger, haddocking.
Sch. Olive F. Hutchins, haddocking.
Sch. Little Fannie, haddocking.
Sch. Mattakesett, haddocking.
Sch. A. C. Newhall, haddocking.
Sch. Georgianna, haddocking.
Sch. Speculator, haddocking.
Sch. Rosa Standish, haddocking.
Sch. Raymah, haddocking.
Sch. Pythian, pollocking.
Sch. Ralph Russell, pollocking.
Sch. Eglantine, pollocking.
Sch. Grace Otis, pollocking.
Sch. Jubilee, pollocking.
Sch. Volant, pollocking.
Sch. Mary A. Gleason, pollocking.
Sch. Fitz A. Oakes, pollocking.
Sch. Massasoit, pollocking.
Sch. Appomattox, pollocking.
Sch. Marguerite Haskins, pollocking.

Sch. Hope, pollocking.
Sch. Winnifred, pollocking.
Sch. Valentina, pollocking.
Sch. Preceptor, halibuting.
Sch. Mystery, Newfoundland herring trip.
Sch. Thomas A. Cromwell, Newfoundland herring trip.
Sch. Senator Saulsbury, Georges.
Sch. Carrie C. Georges.
Sch. Mattie Winship, Georges.

Today's Fish Market.

Salt trawl bank cod, \$4.75 for large and \$4.37½ for medium.
Bank halibut, 11 3-4 cts. per lb. for white and 10 cts. for gray, heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.
Salt haddock, \$2.00 per cwt.
Salt hake, \$2.00 per cwt.
Salt pollock, \$2.00 per cwt.
Dory handline cod, \$5.40 per cwt. for large; \$5.00 for mediums and \$5.00 for snappers.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.
Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

Dec. 1.

HERRING BACK IN THE HUMBER.

**Many of the Fleet Well Loaded and
Nearly Ready to Sail.**

Recent advices from Bay of Islands, N. F., state that there have been signs of fish slacking off in some of the Arms. The fish went out of the Humber but have now come back, and although fishing is not as good as it was a short while ago, still the vessels generally are doing well and the fishing generally is fair.

Many of the vessels are pretty well along with their loads of salt herring and some of them should be on the way home before long.

Wil I Make Second Trips to Newfoundland.

Sch. Mystery is fitting for a second Newfoundland herring trip under command of Capt. Michael Wise.

Sch. Atalanta, Capt. Richard Wadding, which got away yesterday, is the first craft of the Newfoundland herring fleet to start on her second trip this season.

Sch. S. P. Willard will fit for a second Newfoundland herring trip, this time for frozen herring, under command of Capt. John Keoughan.

Will Fit for Haddocking.

Capt. Christopher Gibbs will now fit sch. Harmony for winter haddocking. Sch. Richard is fitting for haddocking under command of Capt. Aeneas McPhee.

Capt. Daniel Grady, who was out in command of sch. Rex last trip is now fitting the craft for another haddocking trip.

Sch. Mildred will engage in the winter haddock under command of Capt. John McDonald.

Revenue Cutter Cruising Commences.

The winter cruising season for the revenue cutters begins today and all along the coast from Portland to Galveston the various steamers are ready to start in cruising today, or as soon after as possible. Under the orders the vessels will be kept constantly at sea for the next four months except when it may be necessary to come into port for coal and supplies, and as in times past a bright outlook will be kept aboard the vessel for opportunities to aid vessels in distress.

New Schooner Named.

The new schooner now nearly completed at the yard of A. D. Story at Essex for the Atlantic Maritime Company, and which will be commanded in the Georges halibut fishery by Capt. Charles Colson, formerly of sch. Selma, has been named Elk.

Four Eastern Deck Handliners Yet to Come.

There are four of the eastern deck handline fleet yet to arrive, schs. Juno, Hattie A. Heckman, Titania and Etta Mildred.

More Fish Coming From Newfoundland

The British sch. Violet Courtney has loaded green fish at Grand Bank, N. F., for this port.

Dec. 1.

Norway Cod Catch Fell Off.

The official figures for the cod fishery in Norway this year show that, as compared with the previous year, there was a slight decrease in the number of cod taken, but a considerable increase over 1908 and 1907. The quantity prepared as stockfish was less, and the quantity prepared as split-fish was greater, while there was a decrease in the production of oil.

THE MAINE HERRING CATCH.

SO SMALL THIS YEAR THAT THE
BAY STATE HAD TO FURNISH
SUPPLY.

The Maine herring fishing season is practically over now, although a few of the small boats are still making nightly hauls off the shores of Falmouth Foreside. The fishing has not been the best in the world nor has it by any means been the poorest. Herring fishing is more or less of a speculation. The bay may be full of them one year and the next they may show up in great quantities somewhere else along the coast. The local fleet has, upon the whole, done very well considering the large number of boats of all types which have been fishing.

The last sardines were put up on November 30 and then the plants closed until next April.

In Eastport, where there are 16 large factories engaged in the herring business, this season has been smaller than for some years past, owing to the scarcity of fish in Passamaquoddy Bay and the Bay of Fundy. No large schools of herring have been seen in the neighboring waters.

For some weeks past most of the herring catch has been brought by trains and the steamers from Portland and even Boston, as most of the fish have been gathered along the coast toward the Massachusetts border and near Portland.

The pack will fall short fully one-half. Those in a position to estimate the pack say it will not be over 1,000,000 cases. In former seasons as many as 2,500,000 cases of sardines have been canned on the Maine coast, and Eastport puts up more fish than any other canning place down East. The big can packing plant closed for the season last week and nearly 400 employees have been out of work, but a number of them started recently for Massachusetts where they will be employed in the straw shops.

There has also been a scarcity of the larger herring such as are used for smoking and later being prepared into the boneless variety, and an industry which usually continues all winter in Eastport probably will not be operated this winter.

Due to lack of an adequate supply of herring in the adjacent waters, the packers in Eastport and Lubec have been forced to establish fish depots in Portland, Newburyport, Gloucester and Boston, where they have partially processed the first and shipped them to Eastport, thus enabling the industry to continue two months longer than would have been possible without this source of supply and it has been a great boon to the Eastport labor, which would have fared but poorly this past summer, had such an arrangement not been consummated.

Dec. 1.

Prosperity for Lunenburg.

With fish \$5.00 a quintal (\$1.00 higher than at this time last year), and the record catch of Lunenburg, N. S., this is the year of her greatest prosperity. The years 1908 and 1909 were prosperous but 1910 is more so. In 1909 there were 93 fishing vessels with a total catch of 173,582 quintals of cod-fish, averaging 1866 quintals per vessel. This year there were 102 vessels with a total catch of 209,205 quintals averaging 2051 quintals per vessel.

The Labrador fishery was a complete failure, the Hilda M. Bachman returned with a catch of 150 quintals, and no discredit can be placed upon Capt. James Bachman for he is one of the A1 skippers.

The schooner J. B. Young was launched last winter, and proceeded to the banks early in April, and was wrecked on the Magdalen, and abandoned. Capt. Himmelman returned home and made a fishing trip in the Gertrude, and landed 1100 quintals. The J. B. Young was sold by the underwriters and bought in by the original owners, and in August was ready for sea. Capt. Albert Himmelman taking charge, who again landed 1200 quintals.

Capt. Abram Cook in sch. Henry L. Montague, with 4500 quintals is easily high line, distancing the nearest competitor by 800 quintals. This is the largest catch in the history of Lunenburg's fishing industry.

The Pensacola Catch.

The past week has been a good one for the Pensacola smacks, fairly large sized catches of red snappers being made. Thirteen vessels brought in 180,000 pounds of snappers, of which the Warren Fish Company had 65,000 pounds from five vessels, while E. E. Saunders & Co. had 115,000 pounds from eight smacks.

Most of the smacks are now going to the Campechy Banks for fish. The vessels will be out three or four weeks on each trip and large hauls of fish are expected. Catches during the week show an improvement in size, only four of the thirteen vessels having less than 15,000 pounds, and eight had more than that. The largest haul was by the Kwasind, of the Saunders Co. She had 27,000 pounds of red snappers and 14,000 pounds of groupers. The largest haul by a vessel of the Warren fleet was 18,000 pounds of red snappers and 5,000 pounds groupers by the Osceola.

Provincial Herring Notes.

The Western Star has the following herring items of interest:

At the slacking off of the herring at North Arm last week most of the boats and vessels moved over to Middle Arm. The few boats which remained behind secured big catches most of the week.

At Humbermouth and Corner Brook there was good fishing on Saturday.

Fishing at Meadows and Farms has been brisk the past five or six days.

One vessel alone secured over 700 barrels of herring in the Humber Arm the past week.

The herring had slackened off at Middle and North Arms last week; but they now appear to be setting in again.

There was a slack in the fishery at Woods Island and McIvers Tuesday.

There was big fishing Tuesday off Meadows and at other parts of Humber Sound. Boats secured from 30 to 60 barrels.

New Fish Pack at Bay of Islands.

The Western Star says: "J. W. Beardsley's Sons of New York, packers of fishery products, have as good as decided to erect a plant here, we are reliably informed. J. C. Potter, now in charge of the company's plant at Eastport, Me., will manage the plant here. This will be good news to the people of Bay of Islands and the entire West Coast. The company requires at least 24,000 barrels annually to supply the demand all over the United States. This should mean at least \$75,000 expended in this port, counting the wages of the hands employed in packing the herrings."

Dec. 1.

SCH. JEANNETTE LAUNCHED TODAY.

CHRISTENED BY MRS. BERNSTEIN, WHO PLUCKILY HELD
POSITION.

A good-sized gathering witnessed the launch of the new schooner from Bishop's yard at Vincent Point this forenoon at high water.

A slight mishap marred the proceedings, but no damage resulted. As is usual, the launching ways are fixed for the craft to slide off slightly on one side, but after she started, from some unknown cause, she listed the other way, and after sliding down and clearing the ways she stuck in the mud from which position she was easily extricated by a towboat.

The craft was christened by Mrs. Jeanette Bernstein, wife of Harry Bernstein, of the firm of Schwartz & Bernstein, who are part owners with Capt. Frank Saunders and others. Despite the unexpected list of the craft the opposite way from what she was expected, Mrs. Bernstein pluckily held her post up in the bow of the craft, broke the traditional bottle of wine over her bow and christened her Jeanette. The shock of the craft listing the wrong way threw Mrs. Bernstein and others on the deck off their feet, and they were rolled down into the scuppers, but fortunately escaped any injury, although somewhat upset by the shock.

The new craft is named Jeanette, in honor of Mrs. Bernstein, who christened her.

Capt. Frank Saunders will fit the vessel for market fishing.

New Canadian Fish Concern.

The Eastern Canada Fisheries, Ltd., has been incorporated in Canada, with its principal place of business in Montreal. The capital stock is \$1,500,000, divided into 15,000 shares. The incorporators are Leopold Barry, Edward Arthur Barnard, Edward Denis Maguire, Charles Lee Austin and John Carruthers Austin, all of Montreal. Among the many objects covered by the charter, in addition to engaging in all kinds of fishing, curing, smoking, salting, drying, preserving, canning, packing, marketing, buying, selling, shipping, importing, exporting, and doing a general wholesale and retail fish business, is the right to acquire the Magdeline Islands, and all the real and personal property belonging to the Magdeline Islands Development Company, Ltd.

Made Big Fish Catch.

The little steamer J. L. Nelson, Capt. Crowell, of the Canadian marine and fisheries department, has arrived from Clark's Harbor, where she was engaged all summer in buying and carrying dogfish for the reduction works. About \$15,000 were paid to the fishermen and the works turned out 240 barrels of dogfish oil and 250 tons of fertilizer. Captain Crowell says the business is almost self-sustaining and he expects it will be so next summer. This being the case, there is no reason for not establishing reduction works near Halifax harbor. The dogfish have played havoc with the fishing off Herring and Portuguese Cove this summer and \$15,000 distributed amongst them for capturing the pests would help recompensate them for their loss.

Spanish Mackerel in the South.

For the last couple of weeks Spanish mackerel have been very plentiful off the Florida coast, particularly near West Palm Beach. Recent catches have been unprecedented in size. The ability of both packers and ice merchants has been taxed to the utmost to get them shipped to the various markets.

Large quantities of Spanish mackerel have been shipped to the Northern markets, and while prices are low, shippers are not complaining, for what they lose in one way they make up in another on account of the hauls being so heavy. One carload went forward to Chesbro Bros., New York. Just how much has been shipped is not known at this time. The strange thing about the heavy hauls is the fact that it is still early for mackerel to be running.

Newfoundland Whaling Catch.

The total Newfoundland whaling catch to date is not equal to that of last season. For the seven steamers engaged, the total will not exceed 400, or an average of 57 each. Of this amount the Hump operating at Trinity, has 131 fish, and the Cabot 76, thus making half the total catch for two steamers. The Cachelot, operating from Hawke's Harbor, was lost at Belle Isle, but was fully covered with insurance. This is the first whaler actually engaged to be lost on our shores. The full results of the voyage, if more evenly distributed, would possibly cover all expenses and pay a small dividend, but the unevenness will give some of the interested parties "good returns," and make others "dip" into their pockets.

Few Small Vessels Now.

"The oldest inhabitant," says the Digby Courier, "cannot remember any autumn, with the exception of this one, when there were no small vessels fishing in the Bay of Fundy, making Digby their headquarters. The Digby fleet now consists of vessels large enough to go to the westward where they find more profitable fishing. Of course, the most of their fares are sold here, but occasionally they sell a quantity in Yarmouth. Quite a fleet of gasoline boats, however, are fishing in the bay when the weather permits. About all these boats are owned at Victoria Beach, Port Wade and Bay View."

Japan Studying English Fish Trade.

The English "Fish Trades Gazette," says: The Japanese government in the development of their fisheries have for several years past, had agents in this country and America studying the more enlightened methods of fishing, freshing, kippering, curing, etc. Quite recently James Duthies, a well known Moray Firth skipper, had advances made to him and he was offered £550 a year to go to Japan and assist in the fishery development of the Far East. Mr. Duthie, who is skipper of the steam drifter Forelock, took time to consider the offer, and decided to decline it.

Dec. 1

TWO BOXES WOULD HOLD THE FISH.

**SLOOP W. H. CLEMENT THE ONLY
ARRIVAL AT T WHARF
TODAY.**

All the fish that vessels brought to T wharf today could be put in two 500 pound boxes, labelled, "gilt edge steakers," and shipped to New York, for the only arrival is the little netting sloop W. H. Clement, and she has but 1000 pounds of nice live codfish. It has been a long while since the fish pier has had such a dull spell as that of this week.

Yesterday afternoon sch. Sylvia M. Nunan brought in about 5000 pounds of fish, mostly hake and the little sch. Eddie A. Minot, one of the netting fleet, had 2000 weight of cod.

This morning the Clements sold her large cod for \$5 and the market cod for \$4.

Notwithstanding the bad weather Tuesday many of the fishermen, who could get under a lee shore to fish, or who fish between islands in Maine, went out, and they sent to this market considerable fish. Wednesday morning there were sold at the exchange 61 boxes and 50 barrels of haddock, 24 boxes and 25 barrels of cod, 10 boxes of pollock, three boxes and two barrels of hake, four boxes and nine barrels of mixed fish, two boxes of scrod, 74 barrels of butterfish and 67 barrels of herring.

The fares and prices in detail are:

Boston Arrivals.

Sch. W. H. Clements, 1000 cod.
Sch. Eddie A. Minot, 2000 cod.
Sch. Sylvia M. Nunan, 700 haddock, 700 cod, 4000 hake.
Large cod, \$6 per cwt.; market cod, \$4.

Dec. 1

Pacific Demand for Herring Large.

The Pacific coast demand for Alaska herring is large. Several shipments have been recently made from the Narrows. The quotations are \$7.50 per bbl. for count of 550, and \$8 per barrel for count of 500. Herring, dry salted in halibut boxes for smokers, are in large demand at \$55 per ton, Seattle.

Lots of Fish at Australia.

An investigation made by the Federal fishing trawler has shown that bourn market fish at the remarkable is enormous. It is demonstrated that it is possible to place on the Melbourne market fish at the remarkable low prices of two pence per pound.

Will Go Halibuting.

Capt. Fred Thompson will take command of sch. John Hays Hammond the first of the year, in the fresh halibut fishery and will go in her until the new vessel is ready.

Dec. 2.

Lobsters Coming From the Provinces.

The T wharf dealers and commission men are looking forward to the opening of the lobster season in the provinces. It will make the price of lobsters lower, will give something to help out the market during the season of bad weather on the fishing grounds. The dealers do not expect the first shipment of lobsters to arrive before Monday as there is no steamer from Yarmouth until Sunday. There has been considerable competition for lobsters this year, and several of the dealers have had their agents traveling through the shore towns of Nova Scotia for some weeks making contracts.

Last Schooner in Drift Fishery Will Haul Up.

After a very successful season in the fresh Rips cod fishery, Capt. Clifford Hopkins brought sch. E. C. Hussey here yesterday afternoon to lay her up until the season opens again next spring. Capt. Hopkins, who is one of the well liked and most successful master mariners, is generally one of the earliest to start out at the opening of the season and the last to leave off, he being the last craft to hang on in the drift fishery this season.

Dec. 2.

WANTS TO GET AFTER DOGFISH.

**MARINE MAN URGES FUNDS TO
EDUCATE CONGRESS ON
QUESTION.**

To the Times:—Owing to the general lack of interest on the part of the Senators and Congressmen representing the people of the United States on one hand and the lukewarm attitude of Congressmen directly representing the salt water fishing industry on the other hand,—a dead centre has been reached in the great national movement to legislate in Congress to eliminate and utilize the dogfish for fertilizer under federal auspices, and to establish federal dogfish reduction fertilizer works—as has been done and is now done by the Dominion government of Canada—which appreciates the necessity of such action, based on government legislation and appropriation.

It will be remembered that the date of American action on these lines was begun at Orr's Island, Maine, in 1903, on a general complaint of the Casco bay fishermen to me, and followed by a specifically drafted typewritten petition by me with more than 20 reasons why the United States government should legislate by means of a federal bounty of five cents for each dogfish to be paid to the American fishermen, as an inducement to enter into the continuous labor of eliminating the dogfish from our national standard food fishing bank, and spawning shoals of the North Atlantic.

I cannot here present the work involved in my getting the case before Congress—in drafting bills, collecting petitions and filing them through proper district congressmen of the Atlantic coast—where these petitions were signed and their filing with the United States commissioner of merchant marine and fisheries, also carrying on international correspondence with Canada, resulting in a letter from the Dominion government, suggesting co-operation of the United States with Canada in the elimination of the dogfish as aforesaid and for the same prime objects. Also arranging for holding of a federal hearing at Washington, D. C., at the request of said committee that the case might be proved in detail to the satisfaction of the United States government, and it was proved in 1906.

All this took three years of correspondence and mental labor, to bring about, assisted by Congressmen Charles Q. Tirell, William S. Greene of Massachusetts, Congressman Littlefield of Maine, Representative McIntire of Gloucester and Captain James C. Gannon and Capt. A. A. Green of Orr's Island and others.

The total contribution of money from all sources was less than \$5 to carry this "cause" to the 1910 status.

Since 1910 I have been contributing educational correspondence—writing matter for booklets and newspapers to arouse all the interest possible from President Taft down to members of the Maine legislature to forward the "cause."

One after another the active friends of the cause have either died—or, discouraged with the federal opposition and that of the "Interests" and Fisheries Bureau, have fallen away hopeless, and truly, they have been justified in so doing, against such odds and opposition. They do not respond, however; a ray of hope has shown forth recently in the editorial attitude of the Gloucester Times, which

has demanded the adoption of the Canadian plan of turning the dogfish into fertilizer,—as the practical one instead of the American government plan of canning dogfish for food. As there is no prospect of dumping ptomaine dogfish on the army or navy owing to the vigilance of the commissary department, and the pure food law, will not tolerate big sales or any sales under misbrands, or the prospect for fooling the western farmer members of the farmers' union and national grange, or the laboring classes, the matter does not offer a cheerful proposition for the utilization of millions of tons of dogfish this way, to investors in such a business, beside the farmers want them for fertilization, and not human food to spread ptomaine poisoning.

After completion of these nearly eight years of work, as described as a volunteer without salary—there seems to be no certainty of getting this described legislation through

Congress of 1910-11, unless we can change the mind of Congress in some way. I estimate that before this legislature can be passed, in spite of all the labor already expended by me and others, that it will require funds to insure the passage of this bill—to be spent in paying the current expenses, which must be incurred on account of having to educate the legislators of the nation on this particular subject with literature, books and booklets, illustrated,—for typewriting, postage, printing, travelling expenses, etc., and not a cent to be paid for lobbying in Washington.

After working on this case for about eight years, I would suggest that I might continue if I could have financial aid on the firing line, sufficient to carry this legislation to its passage. Therefore, any person or persons may contribute what they feel like contributing to the "cause" for education by literary work of the samples already shown by me.

There is a whole year's solicit work now to be done in this case, and that is the reason I am stating the matter so plain, as it costs a lot of money for one to do all that can be done by education in this particular by the legislation.

Correspondence with Congress should be voluminous. Congress should be deluged with literature to get this bill passed. To arouse interest is going to cost money to write, print, mail and distribute it.

Trusting that I have made the matter clear to the fishing industry and others what is required for success, I remain

Yours truly,

C. E. DAVIS.

Portland, Maine, Originator and Secretary of the American Congressional Legislation 1903-1911—(Volunteer) to Protect the National Sea Food Supply and Reserve, by the Elimination of the Dogfish.

Dec. 2.

Seal Jumped Into Boat.

On Saturday afternoon, Daniel OLeary and James Curwen captured a very large seal near the mouth of the river at Richibucto, N. B. It had jumped into the boat while they were sitting in the cabin, and they were first made aware of its presence by the violent rocking of the craft. It took considerable time and caution and required all their strength to conquer the intruder. After breaking all the available clubs they were obliged to resort to the use of the tiller before finally conquering. Seals are seldom seen there and rarely captured.

Dec. 2.

Gone to Boston to Load.

The British sch. Elfreda May, which took out a cargo of Newfoundland salt codfish at this port this week, has gone to Boston to load a general cargo for some port on the south coast of the island colony.

Change of Vessels.

Sch. Marsala will now be hauled up for the winter and Capt. Martin Christiansen will now fit out sch. Mary A. Gleason for Georges handlining.

Fishing Fleet Movements.

Sch. George Parker sailed from Can- so, N. S., on Tuesday.
Sch. Slade Gorton was at Liverpool, N. S., on Tuesday, and cleared.

Dec. 2.

Another Steam Trawler.

It is reported at T wharf that work will be immediately begun at the Fore River works at Quincy on another steam trawler and that she will be put up right away on the same ways from which the new steam trawler Ripple was launched this week.

Dec. 2.

Wants to Protect Maine Herring.

James Donohue of Rockland, Me., commissioner of sea and shore fisheries, is strongly in favor of a greater uniformity of laws relating to the seining of herring along the Maine coast and a strong effort to secure the enactment of a bill having this object in view, will be made at the coming session of the state legislature. At present it is illegal to seine fish within half a mile of a weir along the Maine coast east of White Head, which is at the westerly entrance of Penobscot bay. West of White Head the limit is placed at 1,000 feet. It is also illegal to operate a seine in any bay or inlet the entrance to which is less than three miles broad.